BookletChart™

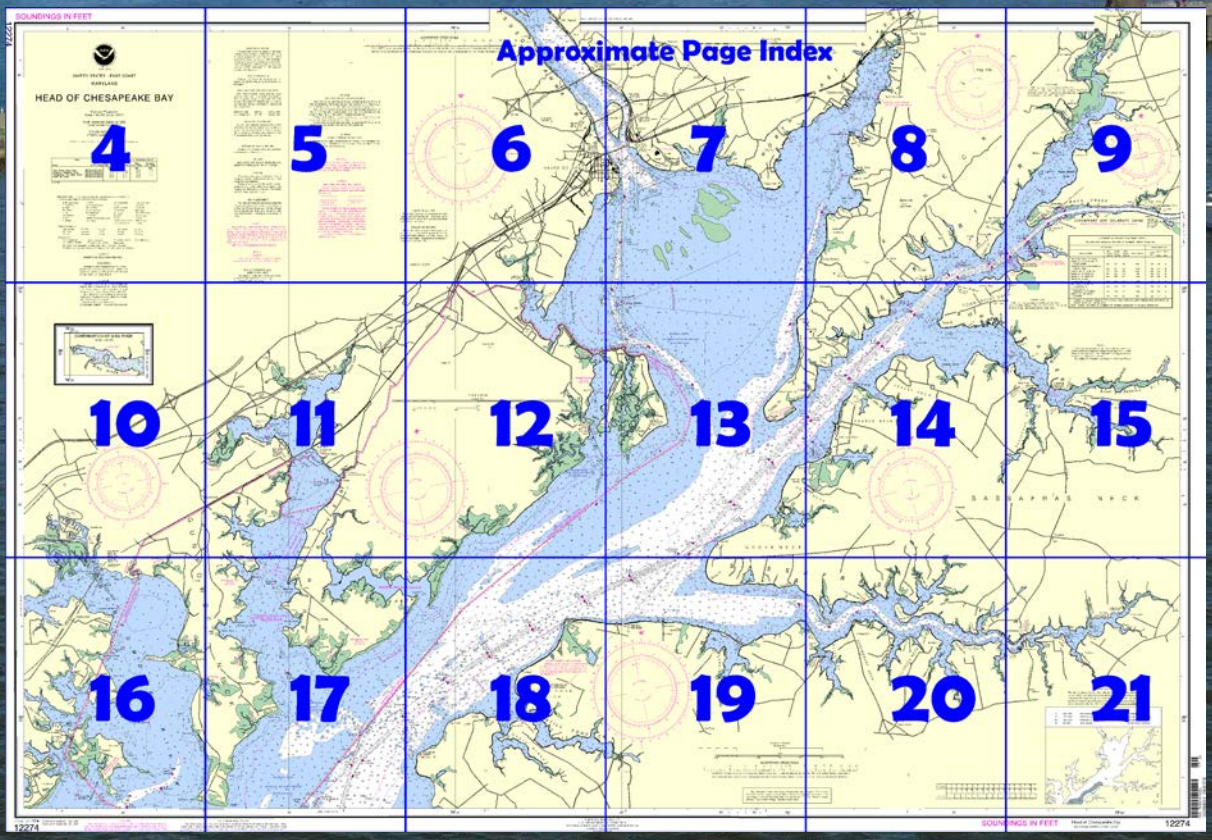
Head of Chesapeake Bay

NOAA Chart 12274

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

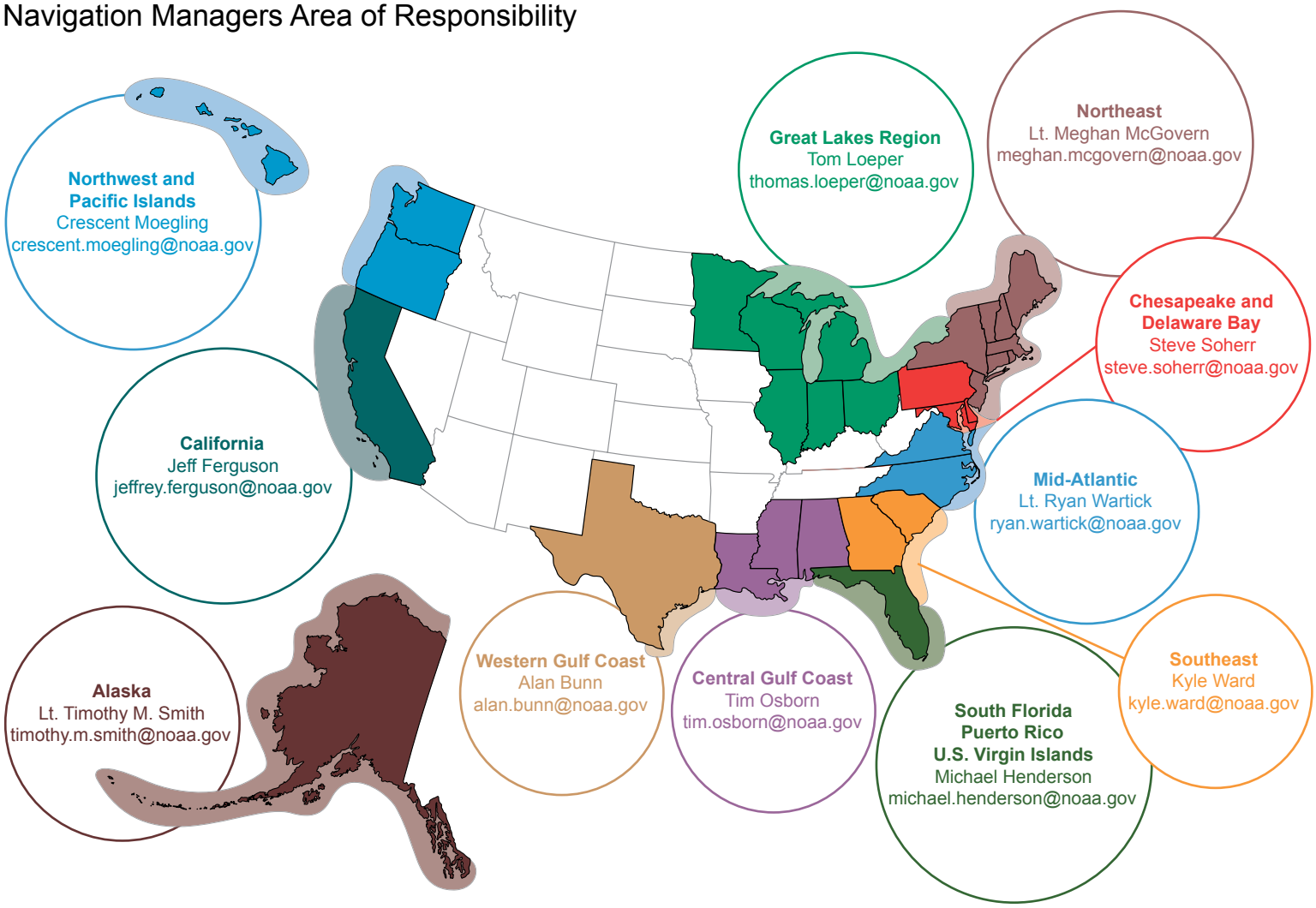
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12274

(Selected Excerpts from Coast Pilot)
Gunpowder River is entered through a channel marked by a light and buoys west of **Spry Island Shoal**; the shoal is covered 2 to 4 feet; the channel had depths of 8 feet for 2 miles; 2 to 9 feet for 4 miles; 3 feet in a channel leading to a creek below **Joppatowne,** with depths of 4 to 7 feet and 4 feet in the marina basin.
Marinas above the bridge have slips, gasoline, and marine supplies.
Some waters of the Aberdeen Proving Ground are closed to the public at all times. Others have a limited access during specified hours.
Bush River. The lower 5 miles are within Aberdeen Proving Ground constituting prohibited land areas and restricted and dangerous water areas.
The river has depths of 7 feet to the railroad bridge 6.3 miles above the mouth, thence 5 to 6 feet for another 1.5 miles. The approach to the river and the channel are marked by buoys and a light as far as **Tapler Point**, and by a light on the east side 0.3 mile south of the railroad bridge, which shows a high-intensity beam down river; the lower light, off the western shore about 2.7 miles above the mouth shows high-intensity beams up and down river.
Still Pond has depths of 9 to 11 feet and is a good anchorage during easterly winds. **Churn Creek** has depths of 2 feet in the entrance and deeper water inside.
Stillpond Creek is entered through a narrow channel; the depth was 7½ feet through the entrance. A light and buoys mark the entrance. The channel inside Stillpond Creek is marked by a daybeacon and buoys.
Stillpond Coast Guard Station is on the north side of the entrance to Stillpond Creek.
Sassafras River. The entrance is between **Howell Point** and **Grove Point**. The river is used by vessels drawing up to 12 feet.
The river channel has depths of 13 feet to a point 1 mile above the U.S. Route 213 bridge, thence 7 to 3 feet for 2 miles. The channel is marked as far as the highway bridge.
Fredericktown and **Georgetown** are connected by a bridge that has a clearance of 5 feet. The bridgetender monitors VHF-FM channel 16 and works on channels 13 and 68; call sign KYU-699. The **speed limit** is 6 miles per hour in Sassafras River 0.5 mile above and below the bridge.
There are facilities on both sides of the river below the bridge with berthing, electricity, water, gasoline, diesel fuel, and marine supplies.
Spesutie Narrows is a channel leads from the flats off southern entrance to a basin at Mulberry Point; depth was 5 feet to the basin with 2½ to 5 feet at the landings. Entrance channel is marked by buoys and lighted ranges; the inner channel is marked by daybeacons. Spesutie Island and Spesutie Narrows are within Aberdeen Proving Ground constituting prohibited land areas and restricted and dangerous water areas.
Mariners are required to observe the speed regulation in Elk River, Back Creek, and Chesapeake and Delaware Canal.
The current velocity is 0.8 knot.
Bohemia River has depths of 7 feet or more for 4 miles to the junction of **Great Bohemia Creek** and **Little Bohemia Creek;** 6 to 4 feet for 1.5 miles in Great Bohemia Creek; 7 feet for 1 mile in Little Bohemia Creek.
The cove on the southwest side of Bohemia River 3 miles above the entrance has depths of 3 to 5 feet and is a small-boat anchorage.
The **speed limit** is 6 miles per hour from the highway bridge to 1 mile downstream in Bohemia River.
There are small-craft facilities along the north side of Bohemia River and along the south side of the river below the bridge.
Above Back Creek, the channel in Elk River is marked by buoys to **Warning.–**Small-craft operators in Frog Mortar Creek are advised to use caution in the vicinity of Martin State Airport. Small-craft with masts exceeding 37 feet in height above the waterline create an obstruction to low-flying aircraft. Operators of such vessels transiting Frog Mortar Creek should contact Martin State Airport Control Tower by telephone at 410-238-1008 when visibility is less than 1.0 statute mile so approaching aircraft can be warned. Tower operations are from 0600 to 2200 daily.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Navigation Managers Area of Responsibility

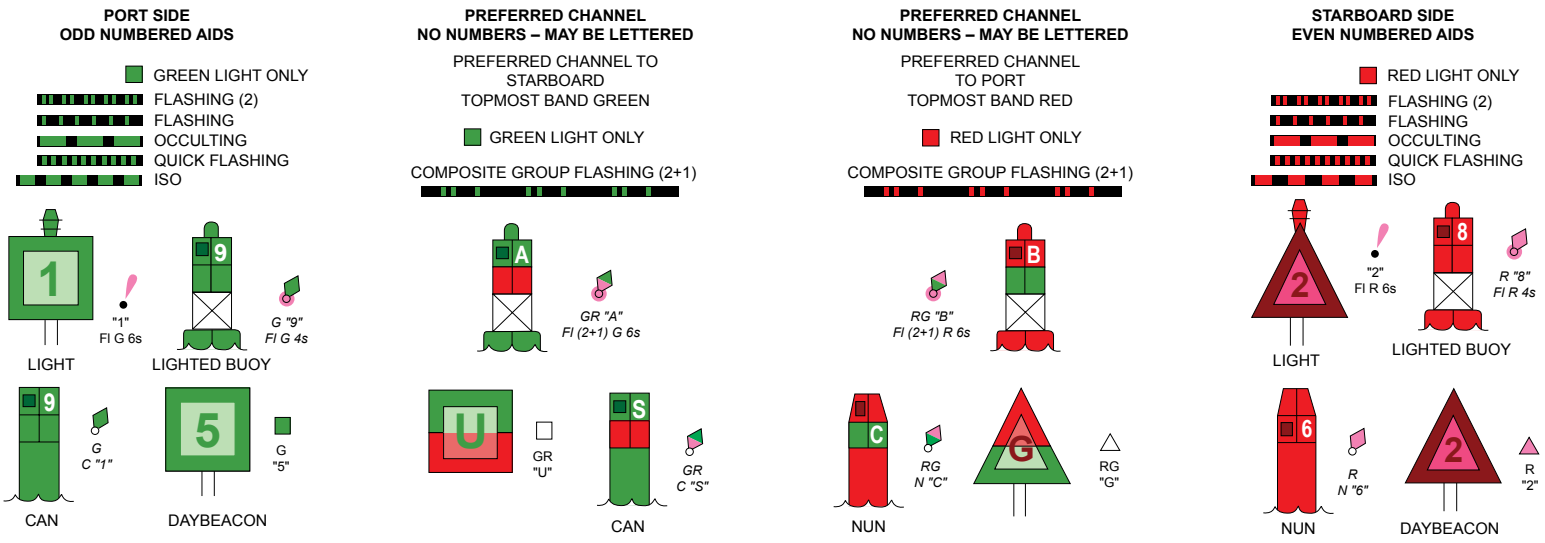


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FEET

12274

20'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

HEAD OF CHESAPEAKE BAY

Mercator Projection
Scale 1:40,000 at Lat. 39°27'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Pond Point, Bush River	(39°23'N/76°15'W)	1.8	1.4	0.2
Betterton, Sassafras River	(39°22'N/76°04'W)	2.2	1.8	0.2
Chesapeake City, Back Creek	(39°32'N/75°49'W)	3.3	3.1	0.2
Havre de Grace	(39°32'N/76°05'W)	2.5	2.1	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jul 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HORIZO
The horizontal ref
is North American Dat
for charting purpose
to the World Geodet
Geographic positio
American Datum of
average of 0.392" nor
to agree with this ch

AIDS T
Consult U.S. Co
supplemental inform
navigation.

NOAA WEATHER
The NOAA Weath
below provide contin
The reception ran
nautical miles from th
as much as 100 nau
high elevations.

Baltimore, MD
Sudlersville, MD

SMALL CR
During the boat
warnings will be di
sunset on Marylan
while underway in
Chesapeake Bay a

SUPPLEMEN
Consult U.S. Co
supplemental inform

C
Improved channels
subject to shoaling, p

C
Temporary char
navigation are not ir
Local Notice to Marin
During some win
gered by ice, certa
replaced by other typ
see U.S. Coast Guard

AUT
Hydrography and
Ocean Service, Coa
data from the Corps
Survey, and U.S. Co

N
Navigation regulations
Coast Pilot 3. Additions or
lished in the Notice to Marin
regulations may be obtained
5th Coast Guard District in
Office of the District Eng
Baltimore, Maryland.
Refer to charted regula

N
CA
Unexploded ammu
may exist within the lim

PLANE CO
(based
The Maryland Sta
chart at 20,000 foot in
The last three digits a

Joins page 10

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

15'

76°10'

ONTAL DATUM
eference datum of this chart
atum of 1983 (NAD 83), which
es is considered equivalent
etic System 1984 (WGS 84).
tions referred to the North
f 1927 must be corrected an
orthward and 1.189" eastward
hart.

TO NAVIGATION
Coast Guard Light List for
rmation concerning aids to

ER RADIO BROADCASTS
ather Radio stations listed
tinuous weather broadcasts.
nge is typically 20 to 40
the antenna site, but can be
autical miles for stations at

KEC-83	162.400 MHz
WXK-97	162.500 MHz

CRAFT WARNINGS
ating season small-craft
displayed from sunrise to
nd Marine Police Cruisers
in Maryland waters of the
and tributaries.

NTAL INFORMATION
Coast Pilot 3 for important
rmation.

CAUTION
els shown by broken lines are
particularly at the edges.

CAUTION
anges or defects in aids to
indicated on this chart. See
riners.
inter months or when endan-
tain aids to navigation are
ypes or removed. For details
ard Light List.

UTHORITIES
d topography by the National
oast Survey, with additional
ps of Engineers, Geological
Coast Guard.

NOTE A
s are published in Chapter 2, U.S.
or revisions to Chapter 2 are pub-
riners. Information concerning the
ed at the Office of the Commander,
in Portsmouth, Virginia or at the
gineer, Corps of Engineers in

ulation section numbers.

NOTE B
CAUTION
munition or ordnance (duds)
limits of the Restricted Area.

COORDINATE GRID
d on NAD 1927)
State Grid is indicated on this
intervals thus: -+-
are omitted.

CAUTION
FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ——— — ——— —

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

HEIGHTS

Heights in feet above Mean High Water.

MAGNETIC
VAR 11°30'W(2012)
NO ANNUAL CHANGE

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

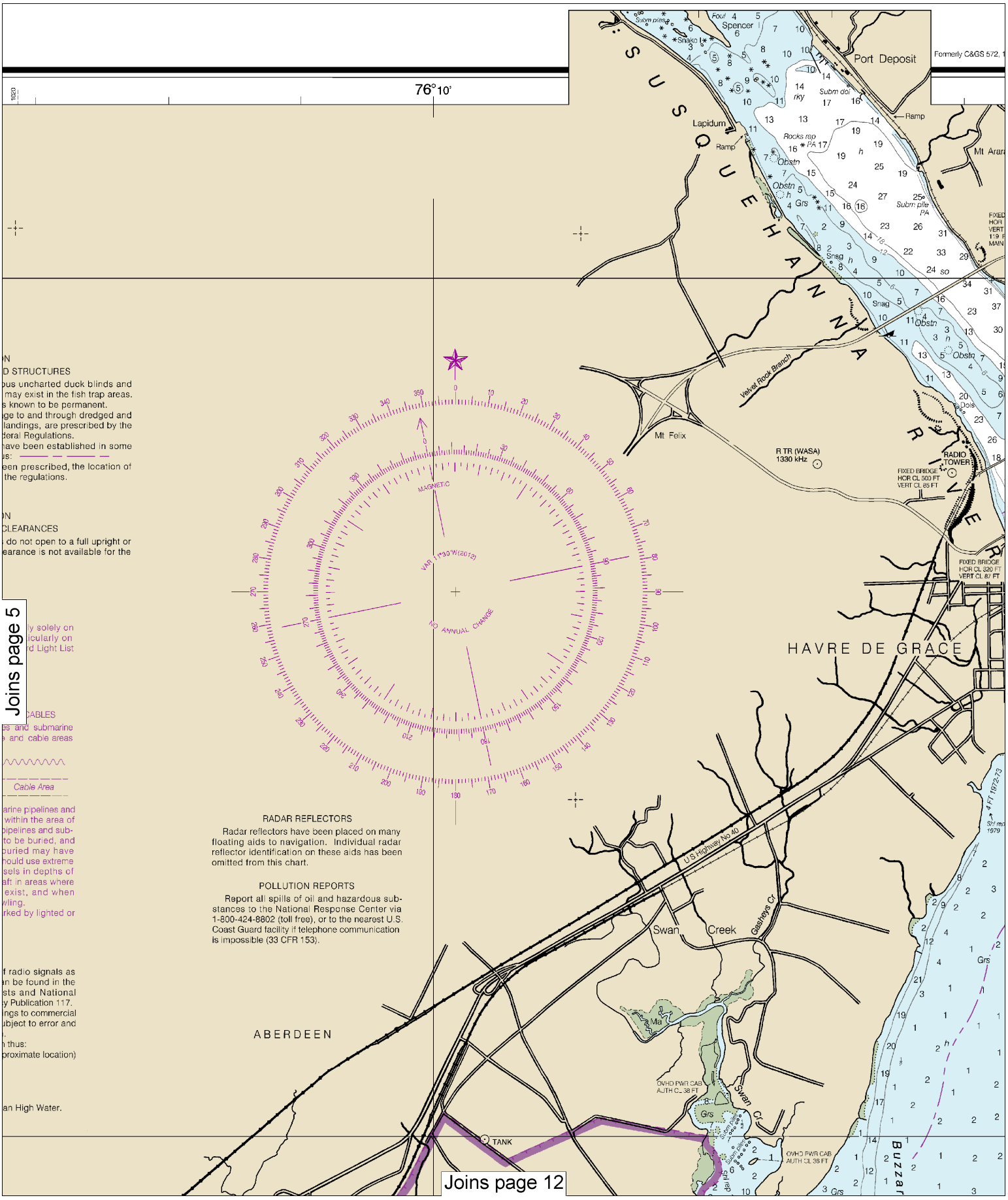
ABERDEEN

TANK

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

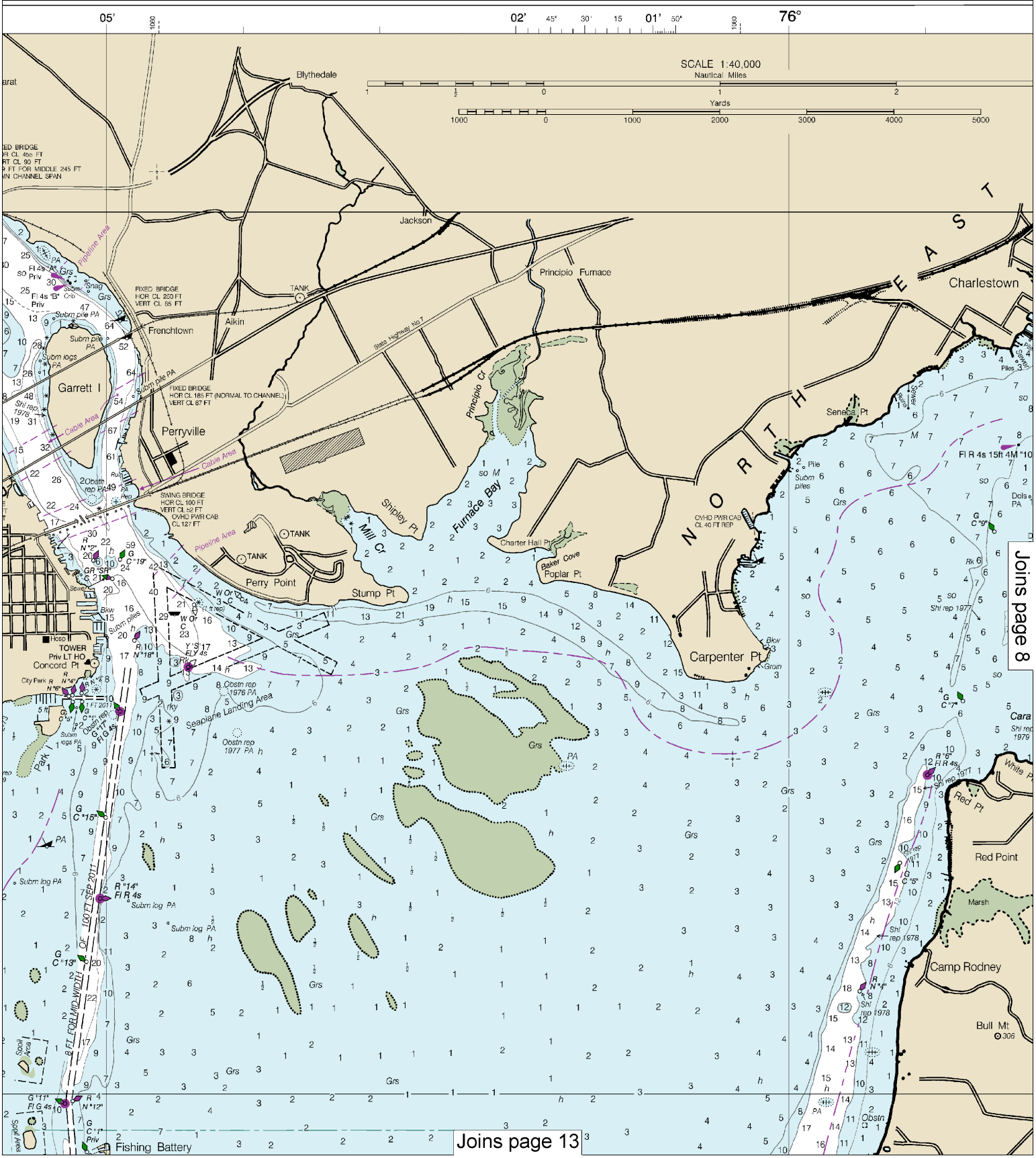
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

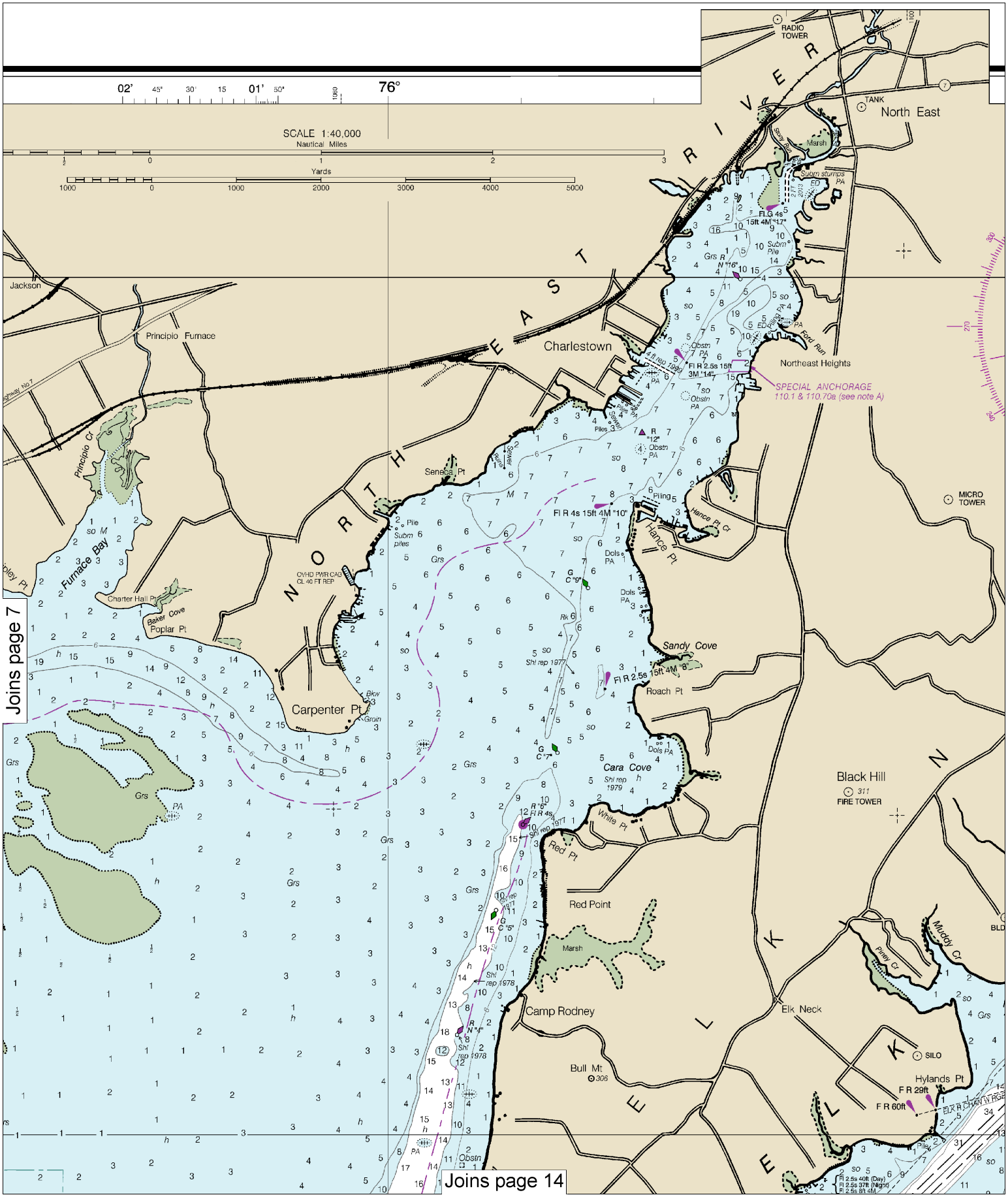
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

, 1st Ed., May 1941 C-1941-541 KAPP 626



Last Correction: 5/5/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)



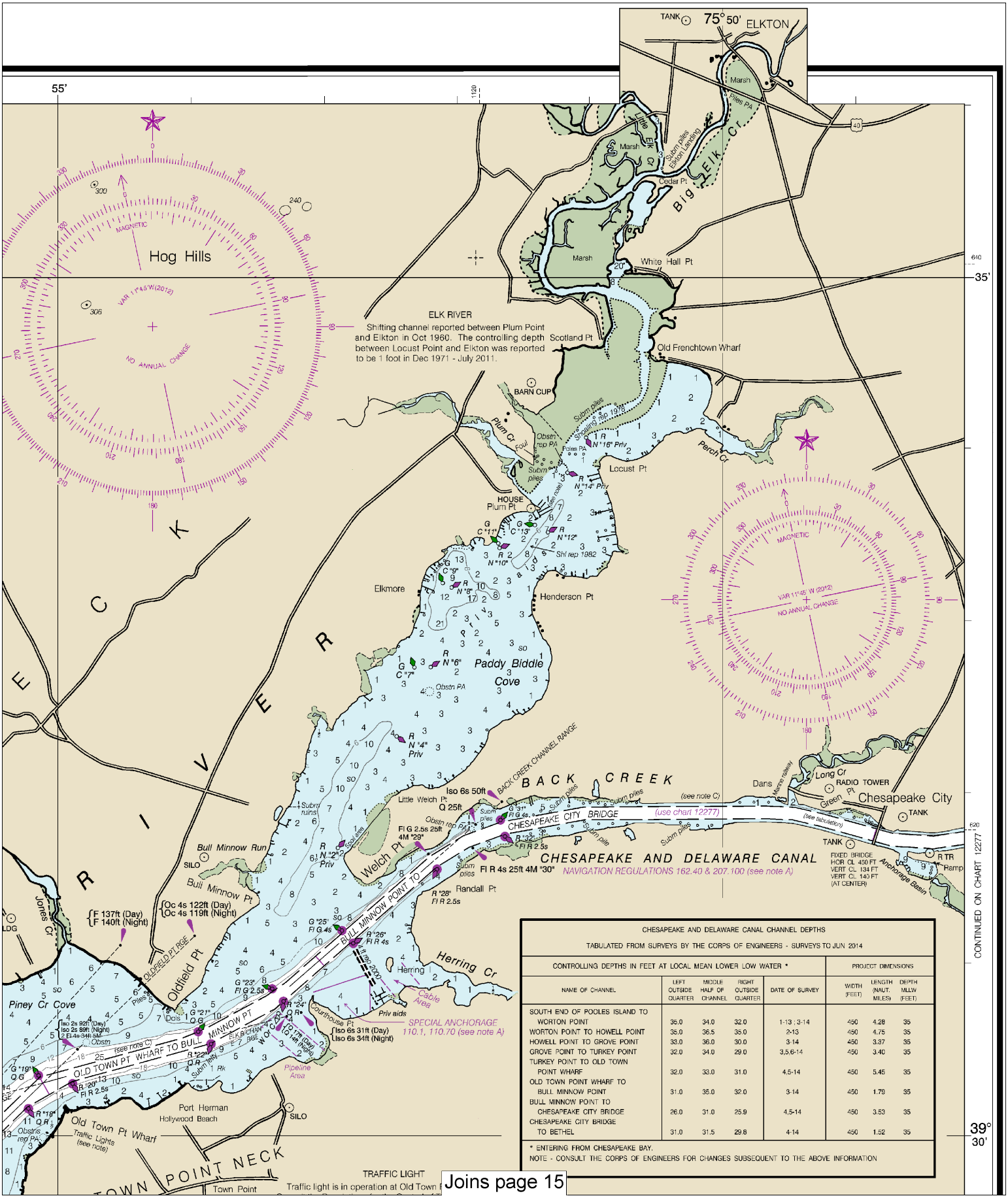
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
Yards

See Note on page 5.



CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS

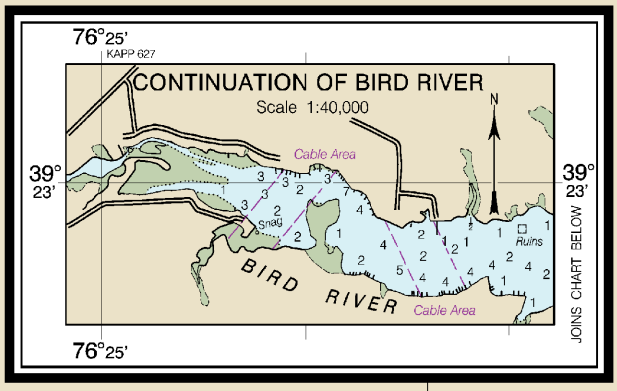
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2014

NAME OF CHANNEL	CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER * LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SOUTH END OF POOLES ISLAND TO WORTON POINT	35.0	34.0	32.0	1-13 ; 3-14	450	4.28	35
WORTON POINT TO HOWELL POINT	35.0	36.5	35.0	2-13	450	4.75	35
HOWELL POINT TO GROVE POINT	33.0	36.0	30.0	3-14	450	3.37	35
GROVE POINT TO TURKEY POINT	32.0	34.0	29.0	3,5,6-14	450	3.40	35
TURKEY POINT TO OLD TOWN POINT WHARF	32.0	33.0	31.0	4,5-14	450	5.45	35
OLD TOWN POINT WHARF TO BULL MINNOW POINT	31.0	35.0	32.0	3-14	450	1.79	35
BULL MINNOW POINT TO CHESAPEAKE CITY BRIDGE	26.0	31.0	25.9	4,5-14	450	3.53	35
CHESAPEAKE CITY BRIDGE TO BETHEL	31.0	31.5	29.8	4-14	450	1.52	35

* ENTERING FROM CHESAPEAKE BAY.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 4

chart at 20,000 foot in
The last three digits a



39° 30'

600

27'

45'

30"

15'

26'

50"

580

25'

Abingdon

Otter Point

PA

Pipeline Area

MAGNETIC

VAR 11°30'W(2012)

NO ANNUAL CHANGE

Edgewood

GUNPOWDER

FIXED BRIDGE
HOR CL 40 FT
VERT CL 12 FT

Joppatowne

OVHD PWR CABS
AUTH CL 31 FT

Ramp

OVHD PWR CABS

Gunpowder Falls

Days I

Marsh

Days Cove

Foster Br

Foul

Stakes

Snag

FIXED BRIDGES
N CHANNEL
HOR CL 36 FT
VERT CL 12 FT
S CHANNEL
HOR CL 19 FT
VERT CL 11 FT

OVHD PWR CABS
AUTH CL 37 FT

Foul
3 ft shl rep 1988

Lauderick Cr

Eagle Pt

Kings Cr

TANK

Markers (lighted)

Hosp

Tapler

Pile

PROHIBITED

Canal

Creek

Joins page 16

10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

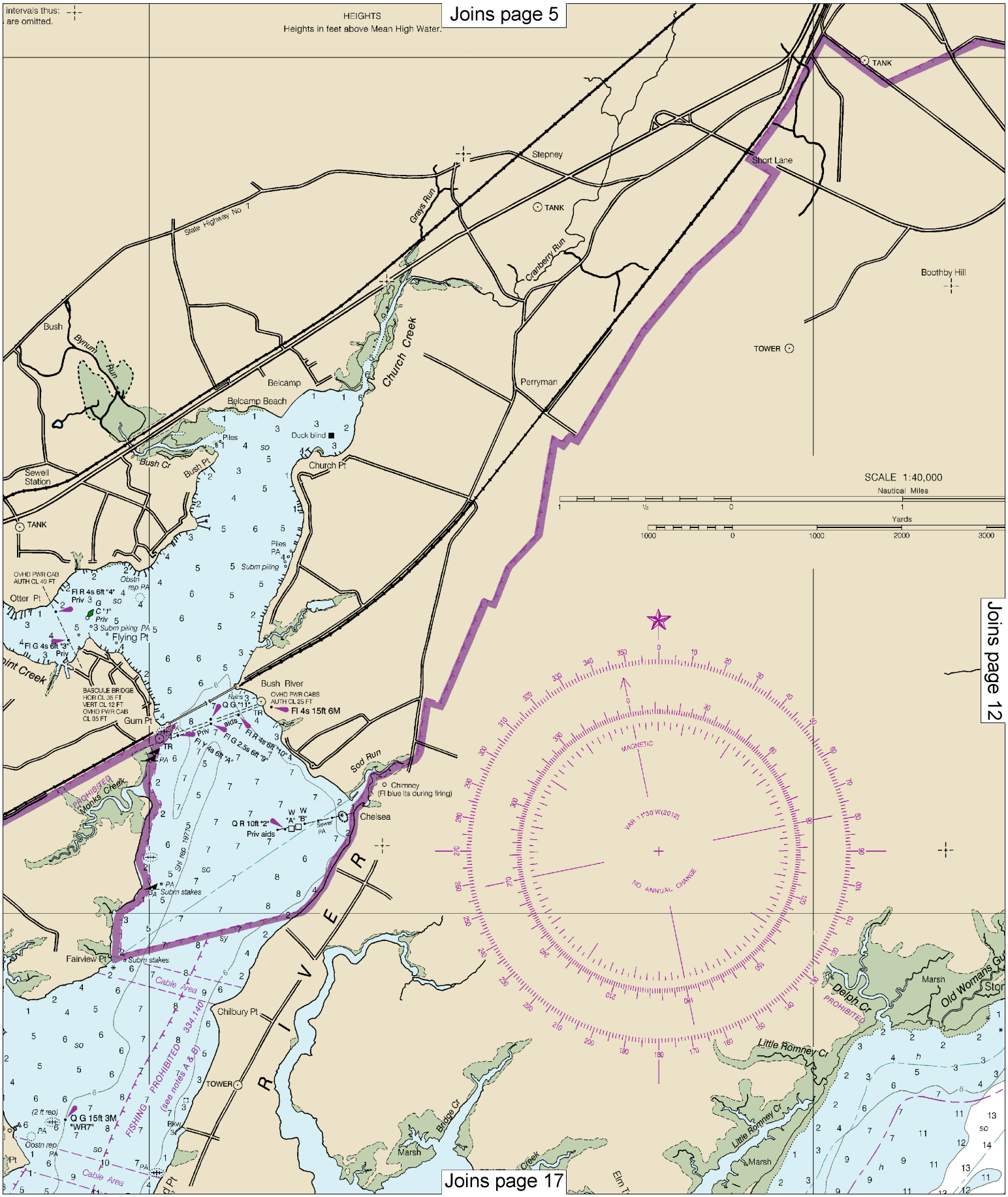
Nautical Miles

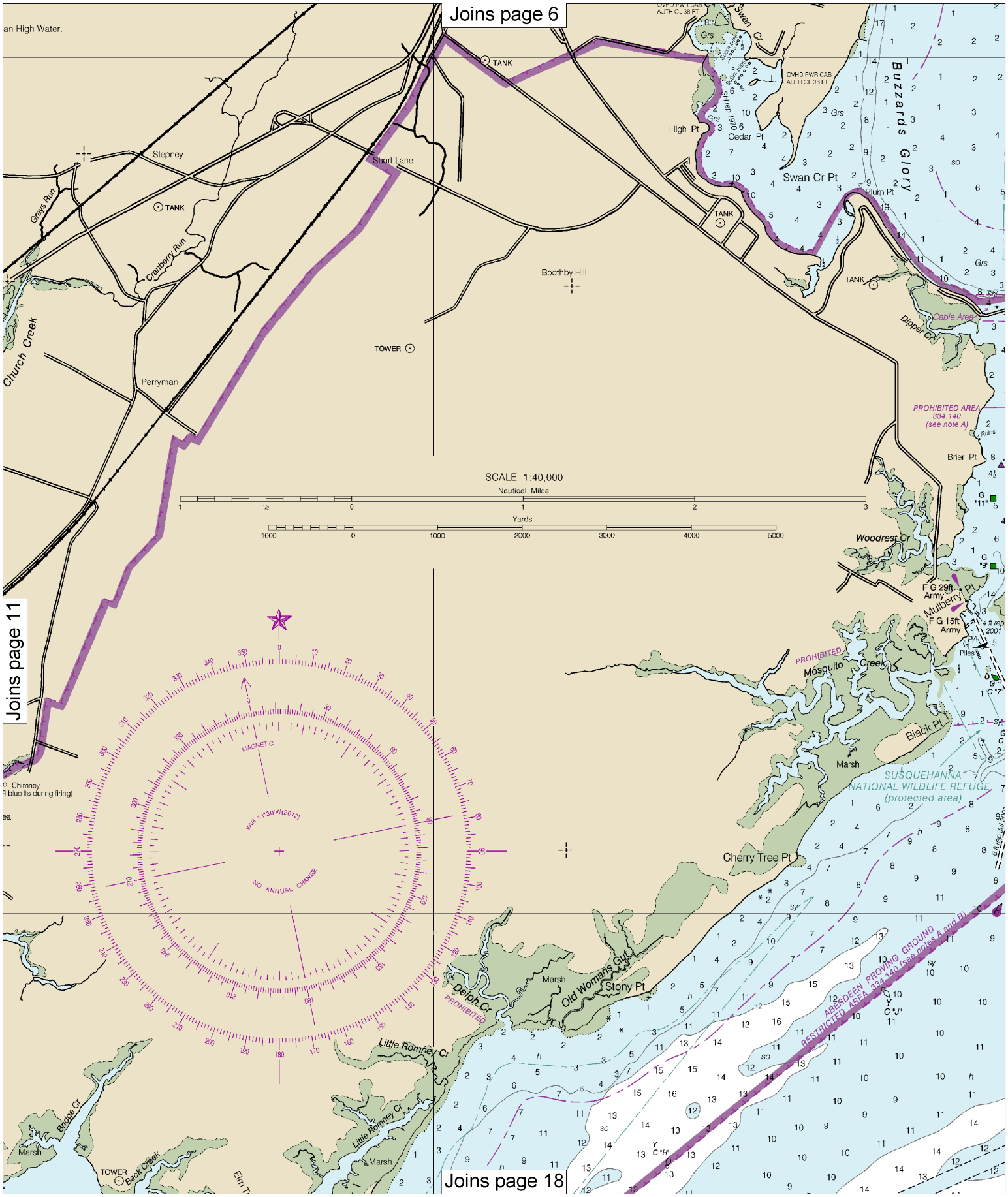
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


intervals thus: -+-
are omitted.
HEIGHTS
Heights in feet above Mean High Water.
Joins page 5
Joins page 12
Joins page 17
TANK
Stepney
Short Lane
State Highway No 7
Grays Run
Cranberry Run
Boothby Hill
TOWER
Bush
Bynum Run
Belcamp
Belcamp Beach
Church Creek
Perryman
Duck blind
Piles
Bush Cr
Bush Pt
Church Pt
Sewell Station
SCALE 1:40,000
Nautical Miles
Yards
Otter Pt
Flying Pt
Subm piling
Bush River
Gum Pt
BASCULE BRIDGE
Fl 4s 15ft 6M
Sod Run
Chimney
(Fl blue lts during firing)
Chelsea
Monks Creek
PROHIBITED
Q R 10ft "2"
Priv aids
Subm stakes
Fairview Pt
Cable Area
Chilbury Pt
FISHING PROHIBITED (see notes A & B)
334.140
Q G 15ft 3M "WR7"
RIVER
MAGNETIC
VAR 11°30'W(2012)
NO ANNUAL CHANGE
Delph Cr
Marsh
Old Womans Gut
Little Romney Cr
Bridge Cr
Creek
Elm T



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Printed at reduced scale.

~~SCALE 1:40,000~~

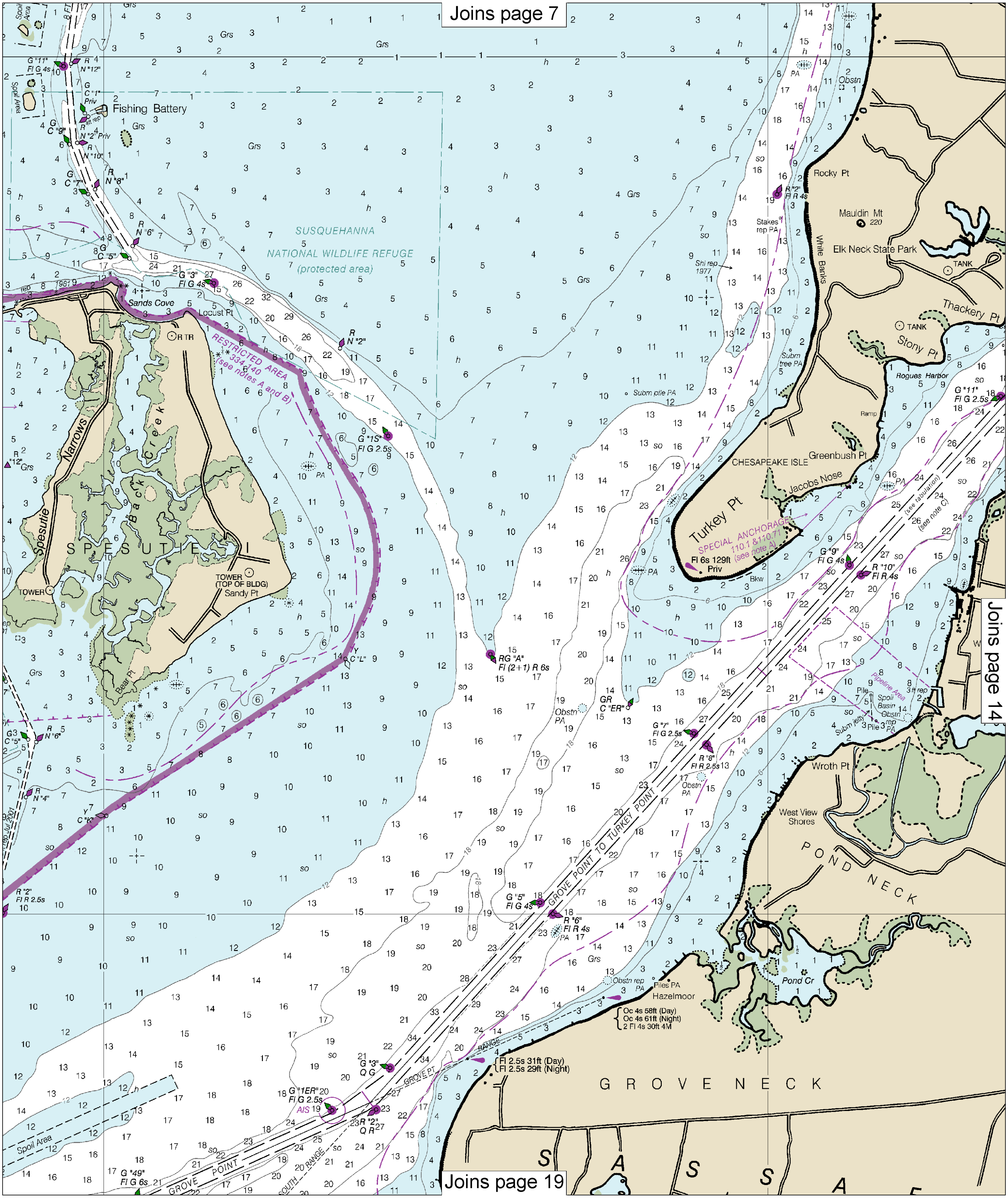
Nautical Miles

1 ½ 0 1 2 3

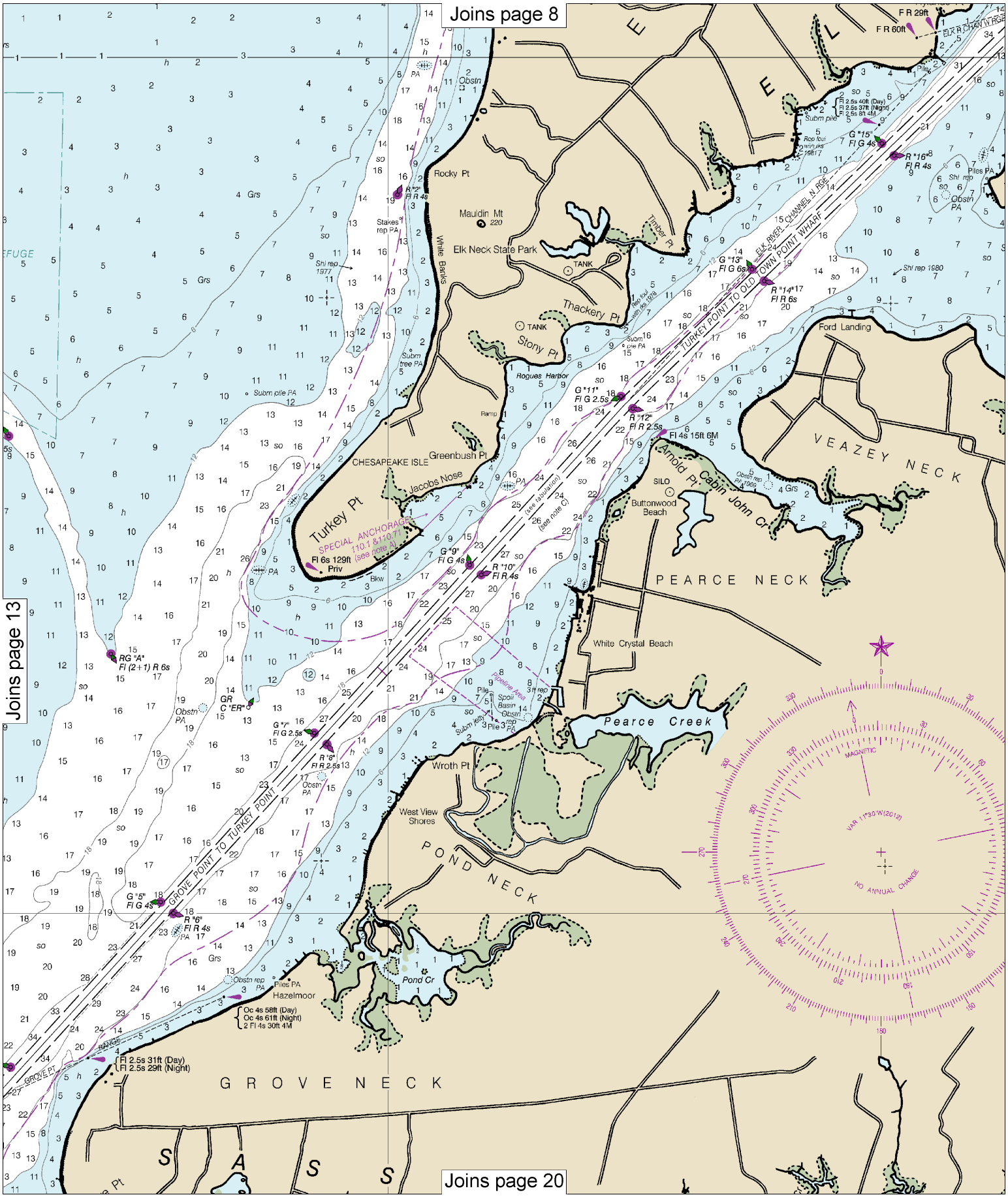
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 7
Joins page 14
Joins page 19
Fishing Battery
SUSQUEHANNA
NATIONAL WILDLIFE REFUGE
(protected area)
Sands Cove
Locust Pt
RESTRICTED AREA
334.140
(see notes A and B)
Narrows
Back Creek
Spesutie
S P E S U T I E I
TOWER
(TOP OF BLDG)
Sandy Pt
Bear Pt
Rocky Pt
Mauldin Mt
220
White Banks
Elk Neck State Park
TANK
Thackery Pt
Stony Pt
Rogues Harbor
CHESAPEAKE ISLE
Greenbush Pt
Jacobs Nose
Turkey Pt
SPECIAL ANCHORAGE
110.1 & 110.71
(see note A)
Fl 6s 129ft
Priv
Wroth Pt
West View
Shores
P O N D N E C K
Pond Cr
Hazelmoor
Oc 4s 58ft (Day)
Oc 4s 61ft (Night)
2 Fl 4s 30ft 4M
Fl 2.5s 31ft (Day)
Fl 2.5s 29ft (Night)
G R O V E N E C K
GROVE POINT TO TURKEY POINT
GROVE POINT
Spoil Area
Pipeline Area
S A S S A



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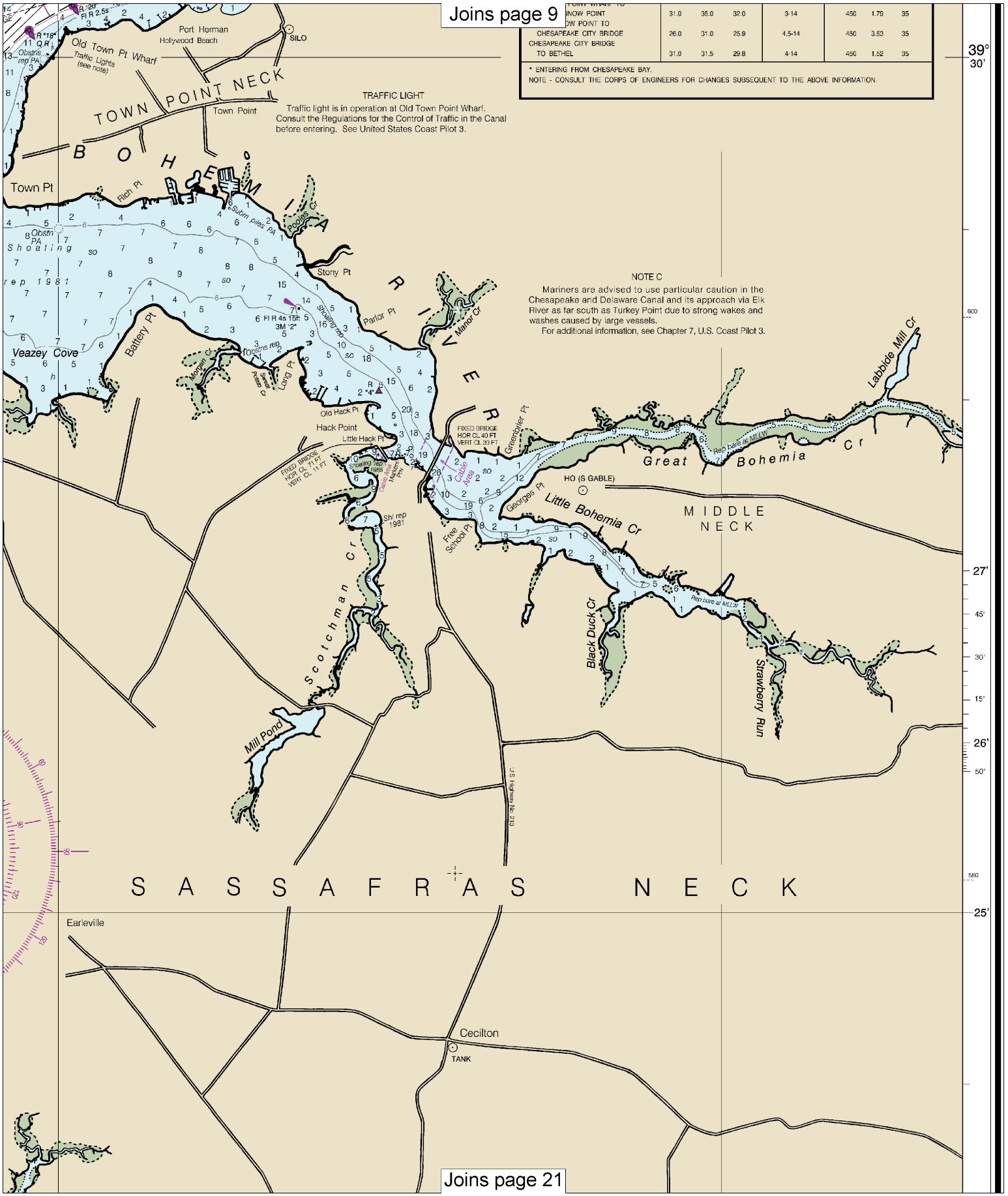
Printed at reduced scale.

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



INOW POINT	31.0	35.0	32.0	3-14	450	1.79	35
OW POINT TO CHESAPEAKE CITY BRIDGE	26.0	31.0	25.9	4.5-14	450	3.53	35
CHESAPEAKE CITY BRIDGE TO BETHEL	31.0	31.5	29.8	4-14	450	1.52	35

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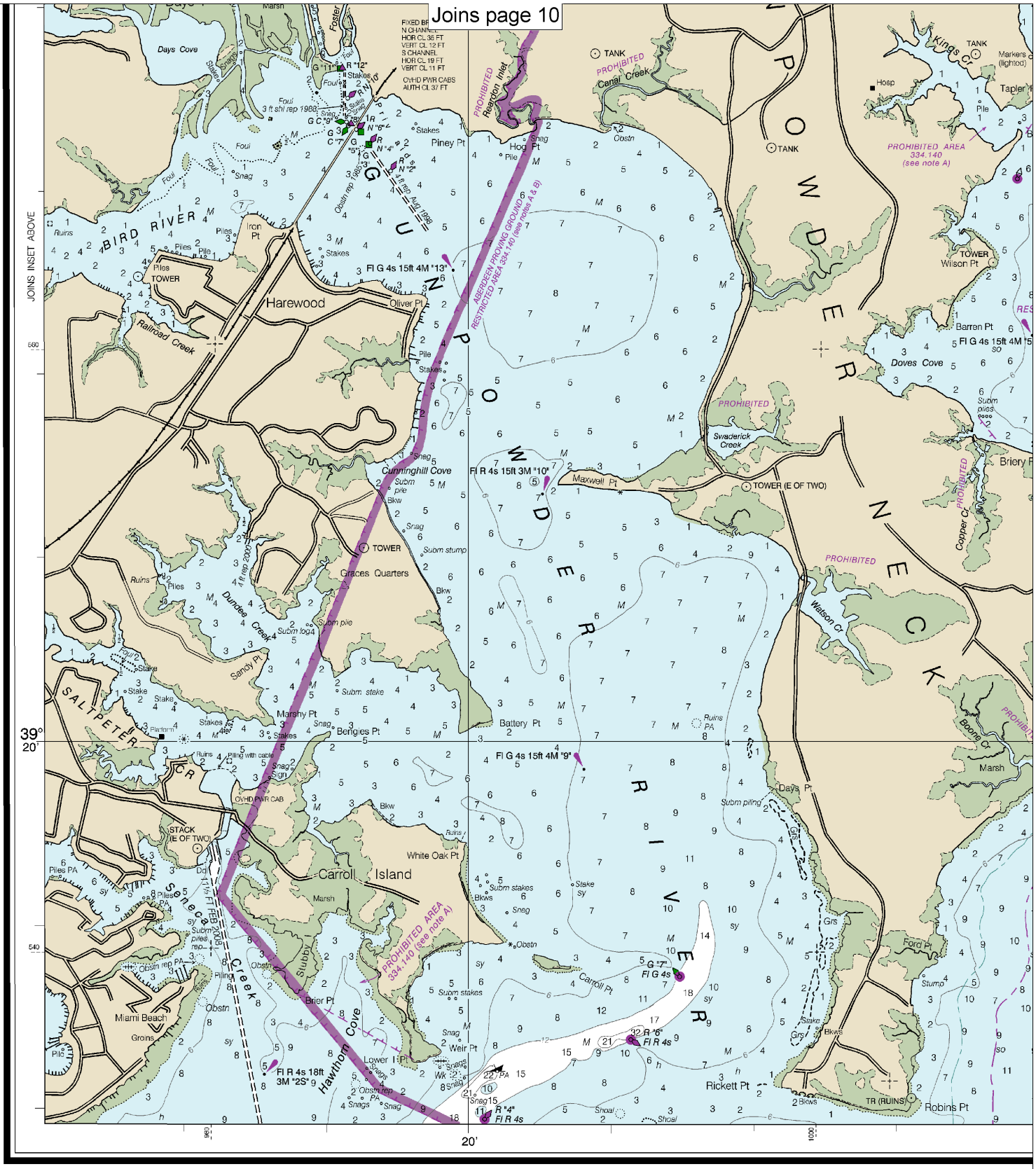


36th Ed., Sep. 2012

12274

Last Correction: 5/5/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

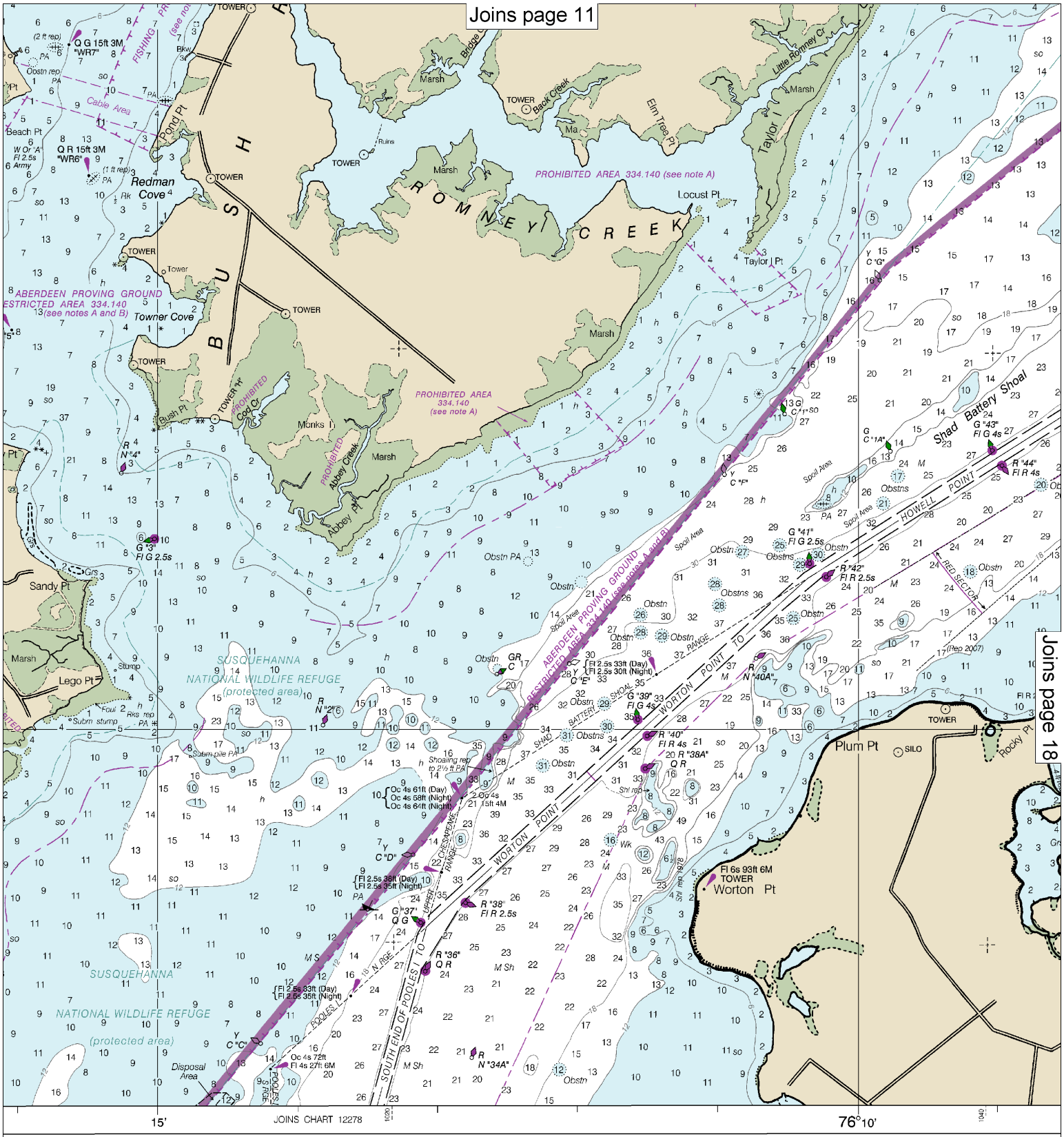
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



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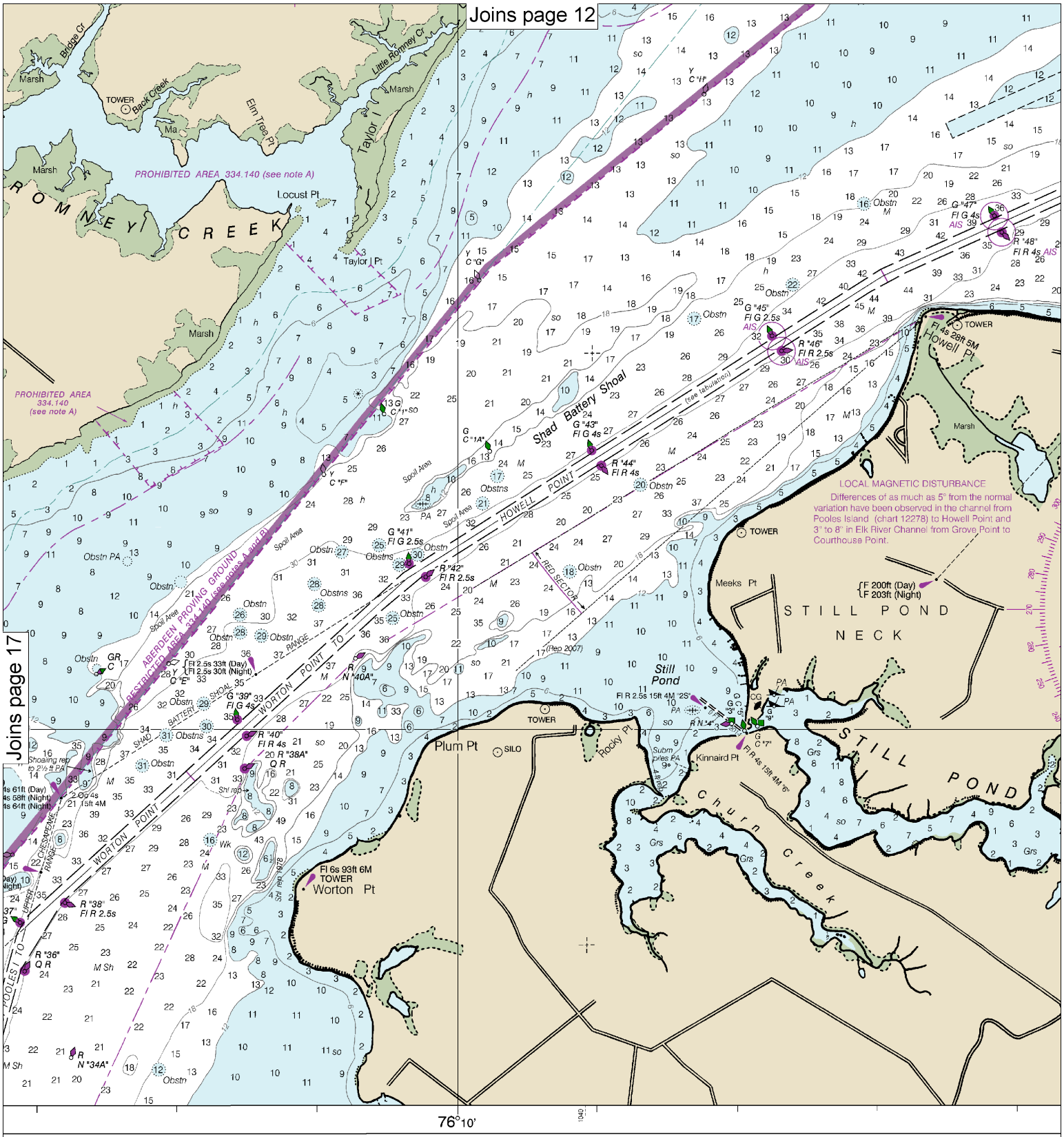

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Note: Chart grid lines are aligned with true north.

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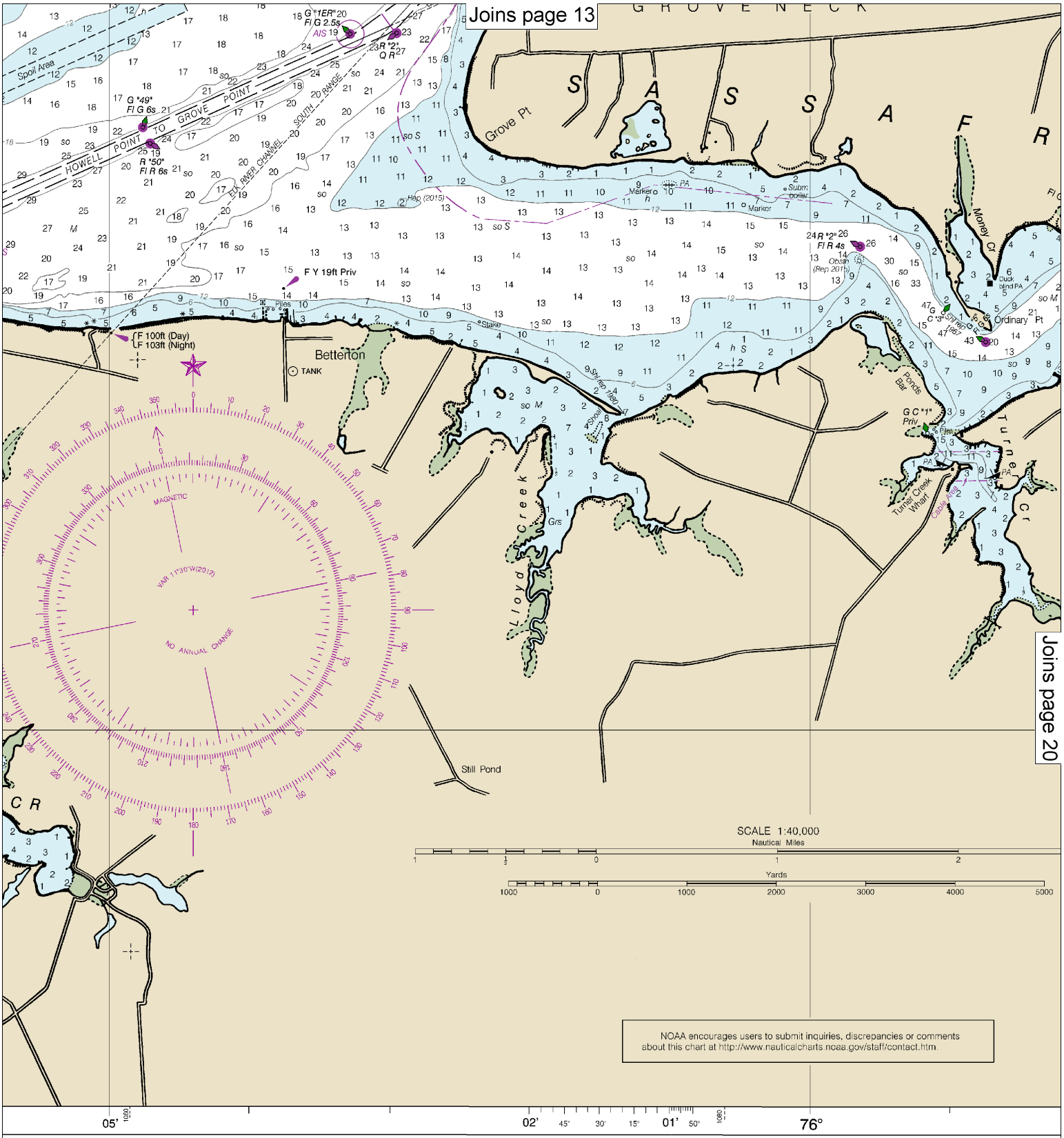
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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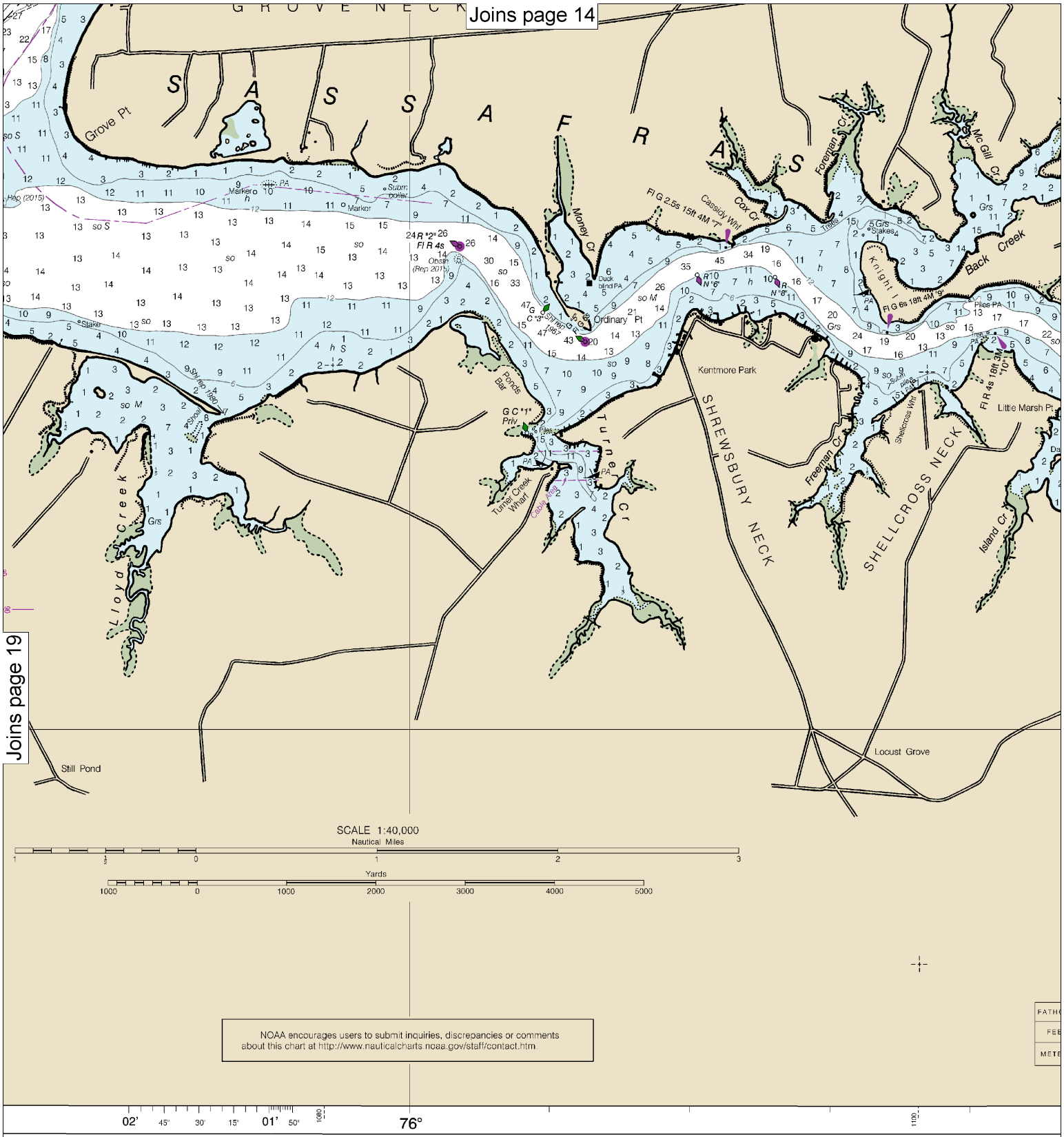

Note: Chart grid lines are aligned with true north.

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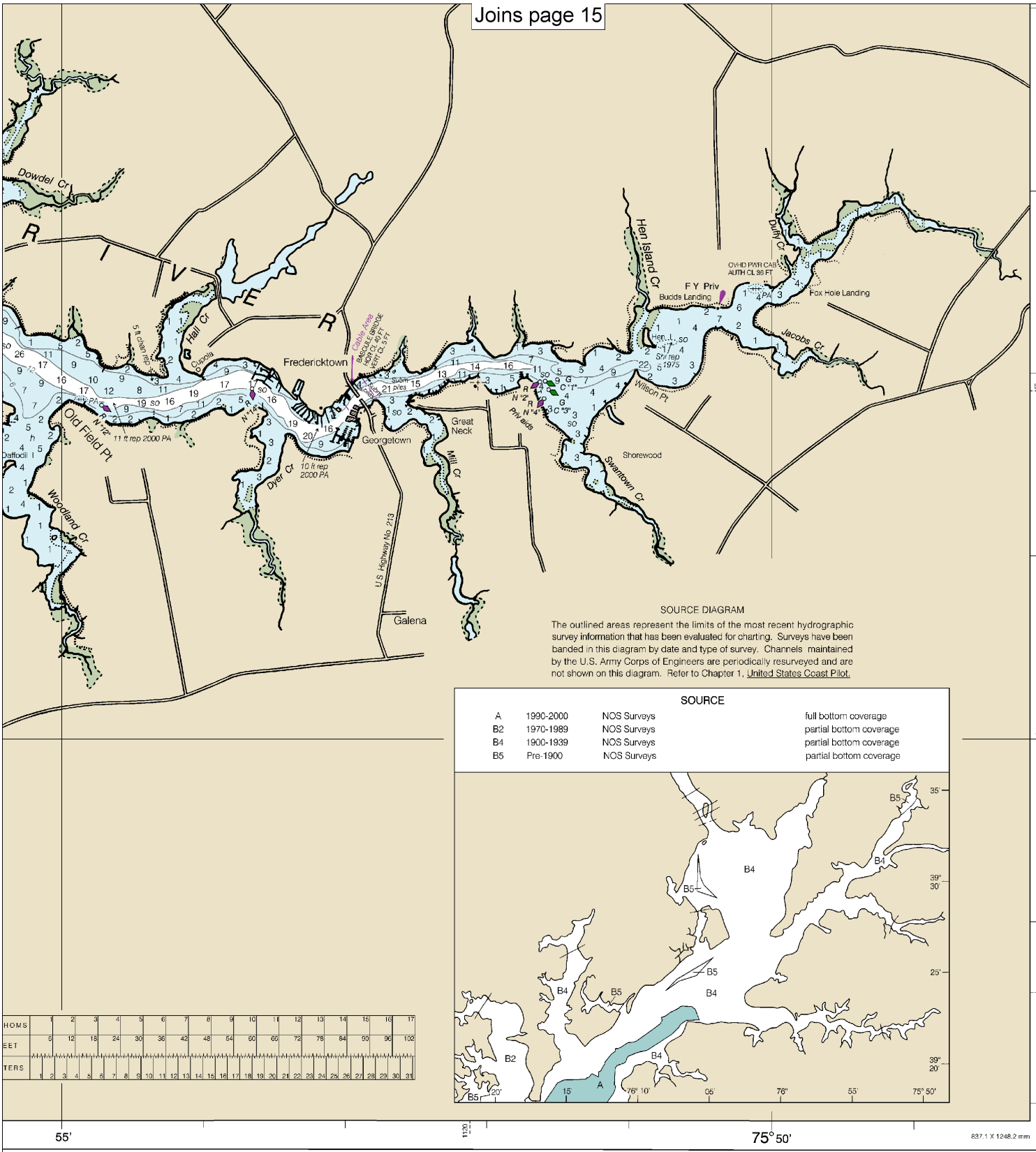
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 15



SOUNDINGS IN FEET

Head of Chesapeake Bay

SOUNDINGS IN FEET - SCALE 1:40,000

12274

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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